

Dulles Toll Road Rate Increase in Support of the Dulles Corridor Metrorail Project

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Dulles Toll Road

- Built as a toll facility in 1984; 14 miles long
- 407,500 daily transactions projected for FY 2005 generating \$43.6 million in revenue
- Current tolls have been in place since 1984

Mainline Plaza = \$0.50 On & Off Ramps = \$0.25

Sully Road Ramp = \$0.35 at the Dulles Greenway

DTR Authority

- 9(c) debt – toll revenues pay for debt service after operation and maintenance of the facility; backed by full faith & credit of the Commonwealth
- Toll rate setting is a fiduciary responsibility of the Board

DTR Authority, cont'd

- 1989, 1990, and 1995 Acts of Assembly declare that the Commonwealth Transportation Board may provide for multi-modal transportation improvements in the Dulles Corridor
- The Acts of Assembly also authorize the Board to fix, revise, charge, and collect tolls for the use of the Dulles Toll Road and

Declares that the tolls can also fund additional transportation improvements in the Corridor

DTR Authority, cont'd

- 2004 General Assembly authorized \$145 million in debt (federal TIFIA program) to pay a portion of the costs for mass transit in the Corridor with tolls repaying the debt
- Since 1992, the CTB has provided up to 85% of excess revenue for mass transit in the Corridor, including the Dulles Metrorail project

DTR Toll Increase Analysis

- Financing the Commonwealth's share of the Dulles Metrorail Project
 - Investment Grade Traffic And Revenue Study performed by Wilbur Smith Associates on behalf of the CTB required for TIFIA loan approval by USDOT
 - The Study is an estimate of traffic volumes, diversions and growth in the Corridor - any deviation from the study's results can affect actual revenues resulting from the increase

Dulles Toll Road Toll Increase Analysis, cont'd

- **6 Toll Rate Structures Evaluated**
 - Optimal toll option – the rate structure that will provide the most revenue
 - Smart Tag/EZ-Pass incentives
 - Peak period adjustable rates
 - West of Wiehle Avenue (Phase 2)

Dulles Toll Road

Toll Increase Analysis, cont'd

- **Optimal Toll Rate**

High rate of diversion; from 50¢ to \$1.50

- **Smart Tag/EZ-Pass Incentive Rates**

Insufficient revenue; from 50¢ to 75¢ for Smart Tag but 50¢ to \$1.00 for others

- **Wiehle Avenue Option**

Ramps increase west of Wiehle after Phase 2 begins; insufficient revenue; high congestion in Reston

- **Peak Period Rates**

High rate of diversion; from 50¢ to \$1.50 during peak periods

Dulles Toll Road Toll Increase Recommendation

- **Recommended Option**
 - **50¢ to 75¢ at main line**
 - **All ramps to 50¢**
- Diverts least traffic of all options
- Provides 100 percent financing of Commonwealth's share of Phase 1 when combined with other already available Commonwealth funding

Dulles Corridor Metrorail Project

(in millions)

Commonwealth Phase 1 Share	\$380.4
VTA 2000 For Phase 1	(52.4)
TIFIA Proceeds	(145.0)
Prior Year DTR Revenue (85%)	(11.1)
TIFIA Debt Service Payments (Thru FY 15)	<u>95.5</u>
Phase 1 Need	\$267.4
Current Excess DTR Revenue (Thru FY 15)	<u>(155.6)</u>
Remaining Phase 1 Need	\$111.8
Excess Revenue From 25 ¢ Increase (Thru FY 15)	<u>(254.1)</u>
Excess Available for Phase 2 (Thru FY 15)	(142.3)
VTA 2000 For Phase 2	<u>(22.6)</u>
Total Available for Phase 2 (Thru FY 15)	\$164.9

Dulles Toll Road Rates

Compared to Other Toll Facilities

	<u>Length</u>	<u>One Way Toll</u>	<u>Rate Per Mile</u>
Dulles Toll Road - Current	14.0 Miles	\$ 0.85	\$0.06
Dulles Toll Road - Proposed	14.0 Miles	\$ 1.25	\$0.09
Dulles Greenway	14.0 Miles	\$ 2.03*	\$0.15
George P. Coleman Bridge	1.5 Miles	\$ 0.25	\$0.17
Powwhite Parkway	3.6 Miles	\$ 0.50	\$0.14
Powwhite Parkway Extension	10.3 Miles	\$ 0.75	\$0.07
Downtown Expressway	2.3 Miles	\$ 0.50	\$0.22
Pocahontas Parkway	9.0 Miles	\$ 2.00	\$0.22
Boulevard Bridge	0.5 Miles	\$ 0.25	\$0.50
Chesapeake Bay BT	17.6 Miles	\$12.00	\$0.68
Chesapeake Expressway	16.0 Miles	\$ 2.00	\$0.13
National Average			\$0.23

* - Dulles Greenway Mainline Variable Toll ranges from \$2.00 to \$2.45, average is \$2.03

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